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According to the latest statistical returns the population of Hawaii contains:

|                                    |        |
|------------------------------------|--------|
| Chinese.....                       | 15,301 |
| Japanese.....                      | 12,360 |
| Natives, kin with the Maories..... | 34,436 |

There is no restriction on Japanese immigration. The slight restriction on Chinese immigration has proven effectual only in a limited degree.

The voting category, to be added to ours, therefore, as a consequence of Hawaiian annexation, will comprise Chinese, Japanese, Polynesians, Maories and numerous other hybrid human varieties. They may be voters in every part of the United States, as well as in Hawaii, if Hawaii becomes American soil. Is President McKinley, is the Republican party, ready for this responsibility?

LONGFIELD GORMAN.

### A NEW BUSINESS ALLIANCE.

DOES the East realize how rapidly it is losing its hold on the business interests of the prairies? Does it know that the West and the Southwest are joining hands, not politically but commercially, in the formation of new trade relations that mean the hardest blow to the traffic of the Atlantic slope that it has ever seen? It is so.

A third of a century ago Texas was further from Kansas and Nebraska in a business sense than it was from Europe. One day an energetic cattle-man laid out a trail across the 200 miles of Indian lands separating the commonwealths, and for a time they were almost one. Great herds were driven up from the ranches of the Southwest to the northern shipping and feeding stations. Then the trade fell off, and both sections looked to the East again. Events are bringing about another business alliance between them, but this time the tide of traffic is southward.

Corn sold during the winter in Northern Texas for 36 to 45 cents; in Kansas, 450 miles away, it was worth 8 to 12 cents, and the farmers were complaining because with an abundant crop they could not get cash enough to pay their taxes. This sort of a condition has set the people to thinking, and the result is a demand for closer trade relations between the North and South and the promise of a business revolution. The entire Western Mississippi valley is looking to the Gulf of Mexico as an outlet for the vast granary of the plains. The legislatures of Kansas, Oklahoma, and Texas have appointed commissions to consult on the feasibility of an interstate railroad to be built and operated by the three governments, and there is an ever-increasing stream of business flowing Gulfward. Perhaps the never-ceasing abuse of the "plutocratic East," the "Wall Street sharks," and the "millionaire robbers," with which the Populist orators have regaled their audiences through six campaigns in every schoolhouse, has had some influence in awakening public sentiment, but the hope of better prices for crops has been the more potent factor. The farmers have seen the prices of their products decrease and the payments on their bonds and mortgages remain as before; they have "figgered" on the freight charges to the seaboard and have realized why their old-time neighbors "back East" received so much more for their labor; then they have clamored for a nearer market. They have seen in the Gulf an export point 500 miles nearer than that of the Atlantic slope. By reason of this shorter haul they think they can thus secure better prices for grain. That is, in

brief, their argument, and they talk it on the farms, on the street corners, in the prairie towns, and at the schoolhouse "lyceum."

They hoped much when the first railway line was built across the Indian Territory, then a *terra incognita*, but now becoming a rich commonwealth itself. They were encouraged when there were two and three lines; now there are four, and the effect of the new direction in which trade is turning is being felt by the eastern roads. The extent to which the southern ports are grasping the export business may be seen in the corn exports of 1896. The total bushels sent out of the country was 128,518,437, being a gain of 67,100,000 bushels over 1895. Of this gain southern ports made 60,000,000 bushels. New Orleans made a gain of 16,500,000 bushels, and Galveston 5,000,000 bushels. Last year Galveston exported nearly 10,000,000 bushels of grain of all kinds, practically its first appearance on the scene. New Orleans advanced in the same twelvemonth from 9,000,000 to 20,000,000 bushels. The total amount of all exports from all ports of the United States in the first eleven months of 1896 was \$883,660,415, an increase of \$156,300,000 over the same months of 1895. Of this increase nearly one-half, or \$78,600,000, was at southern ports, their gain being 35 per cent., while the gain at all other United States ports was only 15 per cent.

New Orleans has steadily advanced as a corn-exporting point, as has Galveston also. Nearly two-thirds of the corn sent out of the States of Kansas and Nebraska for export is going that way, and these two cities are getting the business that formerly had no choice but to seek the Atlantic seaboard. This is significant, and with the building of new roads from the prairies to the Gulf there is sure to be a further increase in the shipments, proportionately, than in the past.

The one fact that handicaps the southern route at the present time is the fact that the railroads have what they call a "one-way haul." They must, they say, bring back their cars from the Gulf empty, whereas they can on the eastern haul bring them back laden with the product of loom and spindle. There is much truth in this, and the thing that will do more than any other to strengthen the new business alliance between the prairies and the Southwest is the development that is going on in the Southwest in manufacturing. A double flow is the life of traffic. When the Gulf States get the importing houses that are so influential in the business of the East and when the cotton manufactories that are now in the Atlantic States are duplicated in the heart of the cotton-growing region, there will be a change that will make what will be almost a business revolution. It is passing strange that the people of the Southwest, with the need of employment for their increasing population and with the raw material at hand, should send their cotton fifteen hundred miles to the New England States to be turned into cloth and then ship that cloth back again. They are not going to do it much longer. They are realizing the advantages of home industry and all over the great Southwest are going up buildings which will be used to manufacture the cotton that grows at their doors. In the city of Galveston last winter one was attracted by huge signs that were placed in conspicuous places on every thoroughfare, "Patronize Home Industry—Only Texas Capital is Invested in the Manufacture of \_\_\_\_\_'s Goods." That is the spirit manifested in the South of to-day, and it means that it is able to stand alone and intends to do so at the earliest opportunity. The Western States are willing to join hands with it and are giving their best efforts in that direction. Scarcely a week passes that every paper in the prairie States does

not say something good for the Gulf outlet, and at the sessions of the Kansas, Nebraska, and Oklahoma legislatures during the past winter this subject attracted more attention than any of the measures before them, except that of railroad freight rates, which after all is closely connected with it.

The rates on grain from Kansas City, the basing point of much of the Western traffic, to the Atlantic sea-board is about 35 cents a hundred pounds. From Kansas City to Chicago it is from 15 to 20 cents. To the Gulf it is 15 cents. The railway haul from the interior of the Northern States to Kansas City and from the terminal points to the interior of Texas made the difference in prices at those points. But for the export trade, on which the price is after all dependent, there is in shipping to Liverpool a railway haul *via* the Atlantic of 1,208 miles; while through the Gulf ports it is only 767 miles. The ocean haul is, of course, the greater, but the freight thereon is so cheap that the difference is altogether to the credit of the Gulf ports. These things are being spread in the minds of the people and of the capitalists and both are becoming so much interested that they will make the new alliance assume proportions that are of the greatest importance to the business of the nation, if they have not already done so.

During the past six years there has been going on an intermingling of the settlers of the two sections. The States of Kansas and Nebraska have lost thousands in population. The lack of rain and the failure of crops have made them discouraged, and they have loaded their belongings into the white-covered "prairie schooners" that, like ships of discoverers, have sailed the plains for a quarter century, and sought the milder climate and the less arid skies of the South. Some have stopped in the newly-opened Indian lands, but many have gone on to the fertile fields of Texas. The ranches of the cattle barons have been cut up into farms and the wild-eyed steer of cattle trail days has given way to the well-bred cow whose milk is furnishing creamery butter to the city markets. Their industry is manifested in the well-tilled fields and the cosy homes that are scattered all over the northern and southwestern portions of the Lone Star State. They have brought into the politics of the commonwealth a different atmosphere and have compelled a greater intimacy between it and the North. Time was, and not so very long ago, when the idea of a joint commission to consider the mutual interests of the States North and South would have been hooted at, yet now it is an accomplished fact and is looked at as most natural.

The effort to build on the plains great cities has thus far been a failure. Outside those situated on the Missouri there are none that can claim the prominence two decades ago predicted of not less than a score of budding municipalities. But with the appearance of a seaport at a distance of only 700 miles what may not happen? The vast and fertile region between the Mississippi and the Rocky Mountains is capable of supporting more than one Buffalo, Cleveland or Cincinnati. If the alliance that is being so rapidly perfected unites, as it bids fair to do, all this magnificent section, we may see this come to pass, with a second Boston on the Gulf besides.

The East has populated and built up the West. Its best young men have "broke" the prairies and made, of the level reaches of sod, farms and orchards. Its capital has caused a growth that has been the wonder of the world. But the emigrants who left the homes in that revered land, "back East"—the dweller on the plains speaks the words with tenderness—who

"Crossed the prairies as of old  
The Pilgrims crossed the sea,"

are in different case now. The friends and relatives in the East are thinned by the sickle of time, the debts are being paid off and the relation between the East and West is less one of dependency on the one hand, and of patronage on the other. They are independent empires, each with its own conditions and ambitions. That the West is reaching out for an alliance with the nearer South is because it sees in that action the improvement of its finances and a fairer prospect for the coming years. That such a view is wide-spread, and that it is attracting more attention every day is a striking feature of the present condition of the western development. That it means something more than idle speculation and that it will result in new business and trade relations is scarcely to be doubted. It probably means decreased revenues for the eastern traffic lines and the related industries, but unless the judgment of the West is at fault it means better times for the plains.

The East may as well realize that its child has come to the years of maturity and is acting for itself.

CHARLES MOREAU HARGER.

#### THE ALLEGED REPEOPLING OF IRELAND.

TO THE EDITOR OF THE NORTH AMERICAN REVIEW :

DEAR SIR: Pray grant me the freedom of your pages to say a few words regarding some Notes and Comments over Mr. George Bassett's signature, in a recent number of the REVIEW. The subject is the "Repeopling of Ireland," and Mr. Bassett in the beginning remarks that to the stranger it looks as if the island which gave letters to England had been repopled by Britons, while at the end he reflects that it would be a heart-breaking termination of the struggle if the Home Rule flag should float at last over a thoroughly Anglicized Ireland.

Mr. Bassett cites a number of Saxon and Norman names of Irish-born men distinguished in military, scientific, literary, clerical, and commercial circles, to show that what one may call the original Irishry are, so to speak, "not in it" in their several walks. The license which he takes in buttressing this theory will be gauged when one finds him using such names as Burke, Moore, Sheridan, Fitzgerald, as typical of "those English-speaking people of Ireland friendly to England." But let that pass, though it is worth while to note that the Normans became more Irish than the Irish themselves, and notoriously waste no friendship on England.

Mr. Bassett will be glad, I guess from the tone of his article, to learn that, according to a census recently taken in Ireland, purely Irish names stand far away in point of numbers at the head of the list. Murphys are over 60,000; O'Kellys are between 50,000 and 60,000; O'Sullivans are about the same number. My own name (purely Irish, with bearers of it concentrated to a large extent in one county, Wicklow, on the eastern seaboard, and contiguous to Dublin, the City of the Pale) musters 48,000, and is fifth on the list. I have not the official figures by me, but, as well as I remember, those I put down are, in the main, accurate. The name of Smith—not uncommon—is at the head; and it is well established that a great number of the native Irishry took the names of trades, such as that of Smith, Carpenter, Weaver, Joiner, and so forth, to disguise their race and conceal their religion during the penal days. As a matter of fact, the English settlers (nor the Scotch, apart from some sections of Ulster) have made no appreciably permanent effect on the agricultural population—and Ireland is an agricul-